

STIRLING CITY CENTRE
Community Leadership Group #5
Herdsman Lake Wildlife Centre
6:00pm – 8:30pm, Wednesday 9 November 2011

WORKSHOP SUMMARY

1. WELCOME, WORKSHOP PURPOSE AND PROCESS

Linton Pike (workshop facilitator), welcomed participants to the meeting and outlined the purpose and process of the CLG meeting. The CLG role is:

- Informed decision-making - through effective communication, transparency of process, community involvement and accessible information.
- Accountability – supporting the process of Alliance accountability.
- Getting things done – leading community projects.
- Effective and efficient project and program delivery - recognising opportunities, addressing the issues and building capacity for a smooth transition.

The focus of this meeting is to:

- Provide a project update, presentation on the advantages and disadvantages of an Improvement Scheme or Metropolitan Redevelopment Authority and workshop on the Citizens group.

The meeting agenda is provided at Attachment One. A list of workshop participants is provided at Attachment Two.

No changes were requested to the previous minutes.

2. PROGRAM UPDATE

2.1 Alliance Leadership Group (ALG)

Brian Ham provided an ALG update noting that.

- The ALG met recently with a focus on the southern area – Westfield, Scarborough Beach Road, Stephenson Avenue and other links;
- Westfield is no longer interested in government land with realignment of Ellen Stirling Boulevard proposed;
- Future Westfield development will be confined to their land holdings under their current planning;
- The existing and proposed development will be integrated and allow for access to Oswald Street for local residents of Innaloo;
- It is possible that light rail in the future will run along Ellen Stirling Boulevard rather than Stephenson Avenue;
- A Business Case is progressing to present the case to Treasury to fund capital works for roads, bridges, drainage and other works;
- The Business Case will be prepared by early next year and submitted to the state government for funding consideration; and
- A Governance workshop was held to consider the best approach to planning and delivery works.

2.2 Board Meeting

Peter Scales provided an update of the earlier Board meeting noting that:

- The Stirling Board met today and confirmed its commitment to the vision;
- The issues confronting the area are recognised and there is a need to act to address these problems;
- Work is being done to prepare a Business Case for government with the support of the Board members including:
 - Director General Planning;
 - Director General Transport;
 - Managing Director Main Roads;
 - CEO LandCorp;
 - Community representative;
 - Sustainability representative;
 - Business representative;
 - Chairman WAPC;
- There is lots to be done and we need to fit in with the project priorities to pave the way for local area changes to occur; and
- A Citizen's Action Group will be discussed later.

2.3 Project Management Office (PMO):

Nanette provided the PMO update noting the following:

- Paxon has been appointed to progress the Business Case for stage 1 works:
 - Financial models being prepared.
 - Relies upon on land development information which will be core work of land development consultant.
 - Cost inputs information taking time to collate.
 - Will include economic benefit analysis – Wider Economic Benefits (WEBs).
 - Overall impact is Business Case will not be ready until early 2012.
 - Prime focus is as always to produce quality and compelling Business Case.
- The Business Case is being prepared to present the case to government for future funding with many things to do to progress the Business Case.
- There are many competing pressures on government for funding;
- Governance is a key consideration. How do we manage the planning and delivery process with considerable funding involved to implement this project;
- We are looking to submit the Business Case to Cabinet early in 2012;

Timeline - Business Case Inputs

	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12
Economic Analysis	■	■	■	■				
Design Information		■	■	■	■			
Costings - Infrastructure		■	■	■	■			
Land Development	■	■						
Value Capture		■	■	■	■			
Governance Model		■	■	■	■			
Environmental		■			■			
Green Infrastructure			■					
Utilities				■				
Performance Evaluation Framework						■		

Timeline - Business Case Inputs Outputs/Engagement

	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12
Draft Business Case v1		■				
Draft Business Case v2			■			
Final Business Case			■	■		
Review and approval: DoP/WAPC				■		
Review and approval: CoS				■		
Review and approval: DoT/MRWA				■		
Engagement with Land Corp	■	■				
Support from CLG				■	■	
Support from BLG/ALG				■	■	
Support from Alliance Board				■	■	
Engagement with DPC	■	■				
Submit to Treasury					■	■
Tabled at EERC						■
Cabinet Submission						■

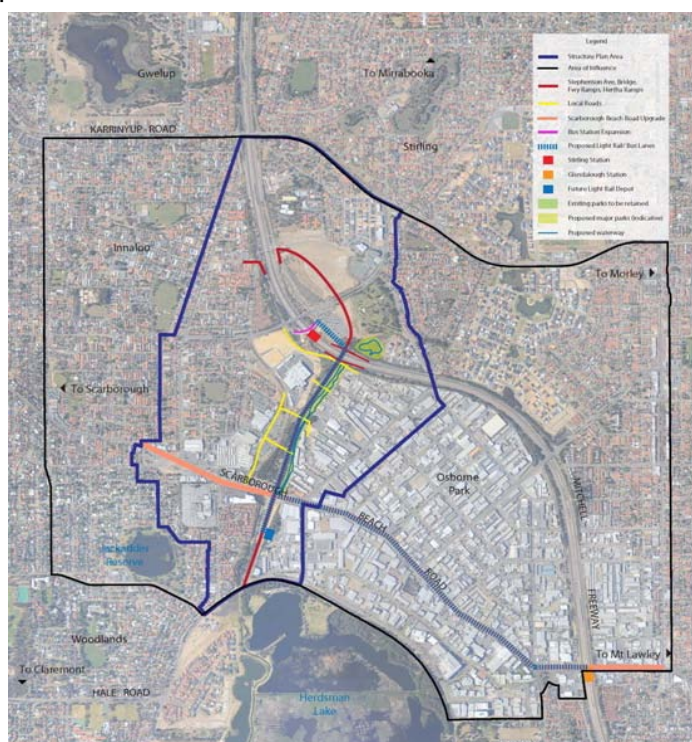
Timeline - Summary of Business Case Outputs/Engagement

	Nov-11	Dec-11	Jan-12	Feb-12	Mar-12	Apr-12	May-12	Jun-12	By Dec12
Business Case Inputs	■	■	■	■	■	■			
Business Case Outputs/Engagement			■	■	■	■	■		
Procurement strategy									■
Updated Funding options to Cabinet								■	■
Infrastructure Australia Submission									■

Improvement Plan has been announced for the Planning and Delivery Area as shown below.



Stage 1 – Scope of works is described below



Planning - now - 2015

- Vision/performance framework
- Structure Plan and Detailed Area Plans
 - Environmental strategy and plans
 - Light rail planning and design
 - Utility/green infrastructure strategy and plans

Development - 2012 - 2015

- Business case/s
- Funding/procurement options
- Delivery options

Statutory approvals - 2013 - 2030?

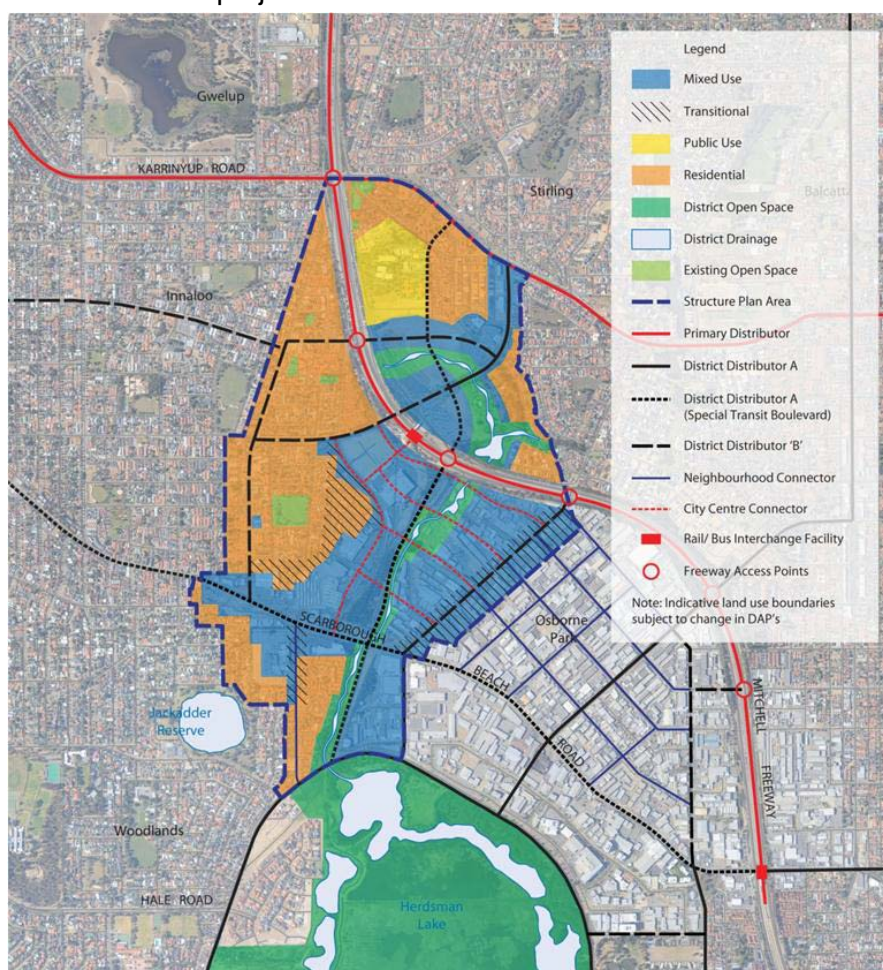
Infrastructure delivery planned for delivery during the period from 2013 - 2016/8 is described below.



- Urban stream
- Stephenson Ave, interchange and bridge
- Local roads
- Light rail
- Public realm
- Land subdivision works
- Remediation?

Facilitate govt land development - 2013 - 2030?
Operations/maintenance

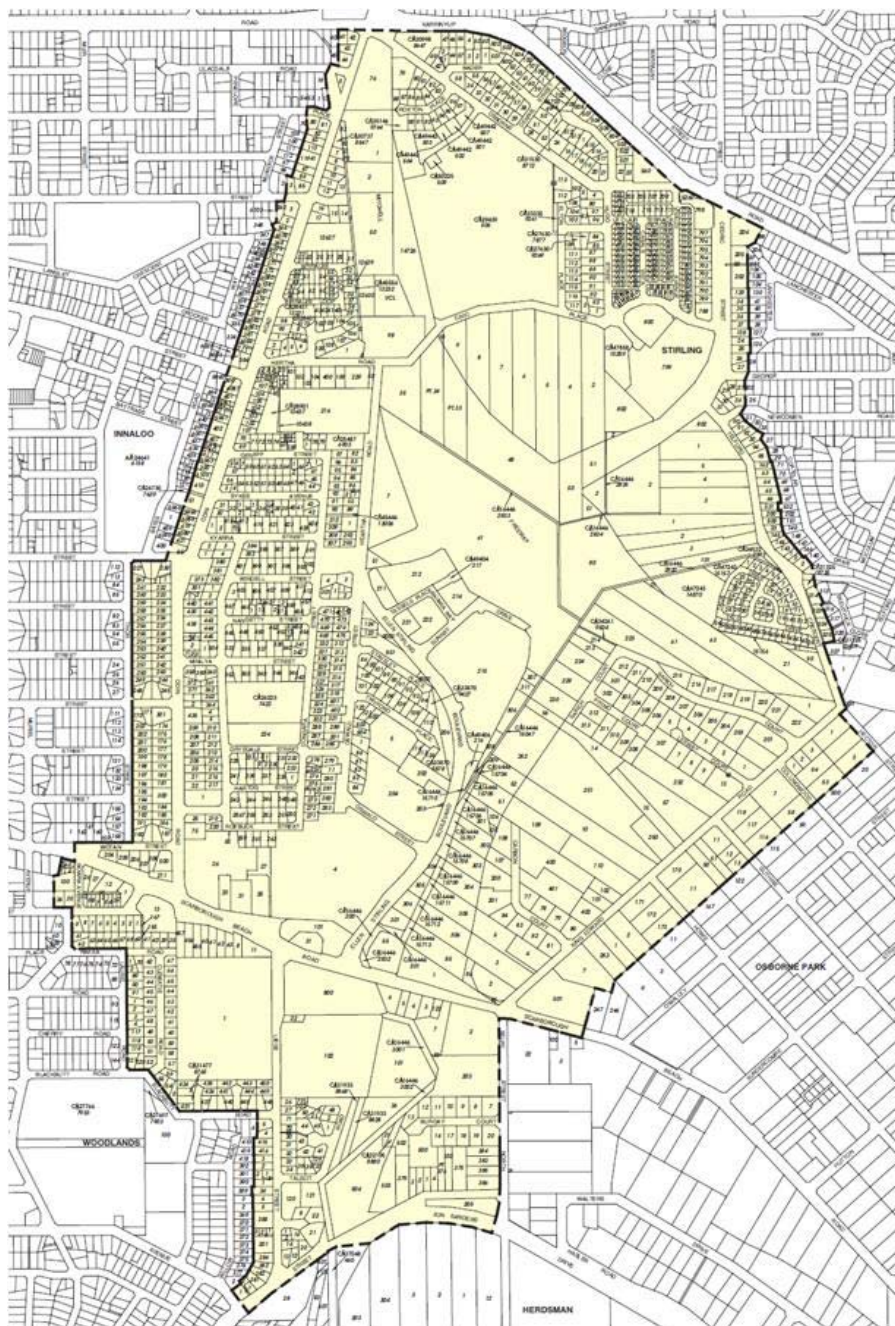
The Structure Plan for the project area is shown below.



- The Structure Plan informs the Improvement Plan area and is the focus of the Stirling Alliance;
- Light rail is planned from Stirling Station to Glendalough subject to funding;
- The Alliance is bringing together all of the government agencies to align their planning and delivery processes and priorities;

- The key delivery ingredients include:
 - Planning;
 - Development to realise the vision;
 - Statutory approvals streamlining over the long term;
 - Infrastructure; and
 - Government land development.
- Lots of investigative work is now underway to test water flows and water quality as part of the planning of an open space stream for recreation purposes;
- Mixed land uses are proposed with a significant residential component;
- Realising the Structure Plan vision requires significant enabling infrastructure identified earlier in the presentation;

The Improvement Plan area shows the existing lot boundaries and creates planning authority for the adoption of the Structure Plan in a legal sense. The Improvement Plan is shown below.



Nanette noted that:

- The Improvement Plan (IP) looks complex and potentially confusing because small lots used for other purposes have not been amalgamated eg the freeway and other reserves. The IP will amalgamate the government owned lots and transfer the lots to WAPC for development;
- If it is agreed to realign Ellen Stirling Boulevard the IP will allow this to occur with provision for land dealings;
- The IP allows for an Improvement Scheme to be adopted to deliver the planned development;
- The Board recommended the adoption of an Improvement Scheme to deliver the project; and
- An IP is a legal process for setting the statutory planning framework and will be explained in more detail by Neil Foley later in this workshop.

A question and answer session followed as summarised below.

Q	Where will Stephenson Avenue go at the Karrinyup Road end?
A	Along the existing reserve linking to current PTA works then on government land north of Cedric Street and linking to existing roads east of Osborne Park Hospital. Detailed Area Plans are needed to identify the more detailed solution. The road won't be built through here for considerable time with lots of planning work to be done. We will consult with the local community before committing to any alignment.
Q	What is planned for Hertha Road?
A	In the short term we propose to include ramps to and from the south linking with the freeway. This is the current concept plan with more local area planning required with significant consultation required to progress the local area planning. The ramp fits within the existing freeway reserve and does not impact local land holdings. The planning will progress in the new year.
Q	How have we got to this point without consulting with the community?
A	We have consulted on many occasions and presented these options in many forums and publications. It is also included in the Structure Plan recently released for public comment. We have commenced efforts to liaise with local community members as our detailed planning extends into this area. Jeff Fogarty noted that his experience with this project is that so far the consultation process has been the most involving and comprehensive and has resolved issues by liaising with local community members. Please get involved in the process and planning and discuss your concerns.
Q	The land is contaminated as a former tip site. The drain is in poor condition but is a flourishing eco system. There are many problems to be addressed in the area as a forgotten lowland. Will this be addressed?

<p>A</p>	<p>The Alliance is planning based and the issues mentioned are challenges for the city with many complications.</p> <p>The Alliance is looking to the future and is not able to solve all of the historical problems.</p> <p>NOTE: Issues like this are not within the Alliance's scope to deal with and are currently the City of Stirling's responsibility.</p>
<p>Q</p>	<p>Will Hertha Road grow to carry increased traffic, is it wide enough or will land be required and how will traffic disperse at Odin Road?</p>
<p>A</p>	<p>The existing road reserve is wide enough to carry the associated traffic. Detailed design remains to be done. The outcome at Cranford Avenue in Mount Pleasant is similar to what is proposed here to service local needs. It is a 20m road reserve.</p> <p>The associated traffic volumes will be modelled and considered in the design to ensure it works in an appropriate way.</p> <p>Brian Ham offered to meet with the Hertha Road people to discuss their concerns and provide some idea of the planning process to come.</p>
<p>Q</p>	<p>Will on road parking be allowed?</p>
<p>A</p>	<p>This and other details remain to be resolved in the design process. We will work with the local communities to consider these factors.</p> <p>Barns Road traffic will not be able to access the freeway south bound in the short term as a road bridge across the freeway is not proposed initially. When the detailed planning is underway these issues will be resolved. The design work will proceed next year and community input will be sought.</p>
<p>Q</p>	<p>Has contact with Hertha Road people commenced and if so when? Why put out a plan that is incomplete and hard to understand from a property boundary perspective?</p>
<p>A</p>	<p>Marie has been seeking to contact local residents via mail using flyers and other mechanisms. More recently Marie has been contacting local people and will continue to do so by door knocking and through local contacts as the network grows.</p> <p>We will go the next steps and engage with local people.</p> <p>The plans and mapping reflect the level of detail that has been developed in the process to date but reflect existing significant road reserve and other boundaries generally.</p>
<p>Q</p>	<p>The mapping is diverse and it is difficult to tell what is and what might be. There needs to be something that identifies the detail to avoid confusion.</p>
<p>A</p>	<p>The Structure Plan outlines the overarching vision with the local area detail to follow as part of the Detailed Area Plans to follow.</p> <p>The details will be provided as part of the Detailed Area Plan. The IP shows the current land holdings and area of interest. Hertha Road is one part of the overarching Project Area. The IP must satisfy the legal and statutory requirements and this is how it has been framed.</p>
<p>Q</p>	<p>Is the plan to change the basic layout of the area to release land to fund the project?</p>

A	No, Cedric Street was always going to lose its ramps to reflect the construction of Stephenson Avenue and its ramps. The Cedric St and Stephenson Ave ramps are too close together to allow for weaving and merging for people getting on and off in competing moves. The Hertha ramps and area west of Odin Rd service the local area to avoid a congestion point and disperse local traffic. The Structure Plan is not yet gazetted or finalised and we will work with the community to develop the detail.
Q	Who prepares and presents the Business Case?
A	The Paxon Group is preparing it on behalf of the Stirling Alliance.
Q	What does IKEA think about the opening of Odin Road?
A	They have not made comment on it specifically but their preference is for the ramps to remain as they are from an access perspective.
Q	When will the Colliers Housing Report be available?
A	Mid November 2011 and will be posted on the Alliance webpage to outline housing affordability outcomes.
Q	Has the Stirling Council considered traffic issues in the area since increased density resulted? Why not limit development potential?
A	The area is zoned under the Metropolitan Region Scheme and Local Planning Scheme and is designated as a City Centre. It is similar in zoning to areas including Cannington, Midland, Joondalup, Fremantle and other centres. Government policy for increased density around train stations and Directions 2031 set the strategic planning intent for the future.

3. IMPROVEMENT PLAN/SCHEME AND METROPOLITAN REDEVELOPMENT AUTHORITY - ADVANTAGES AND DISADVANTAGES

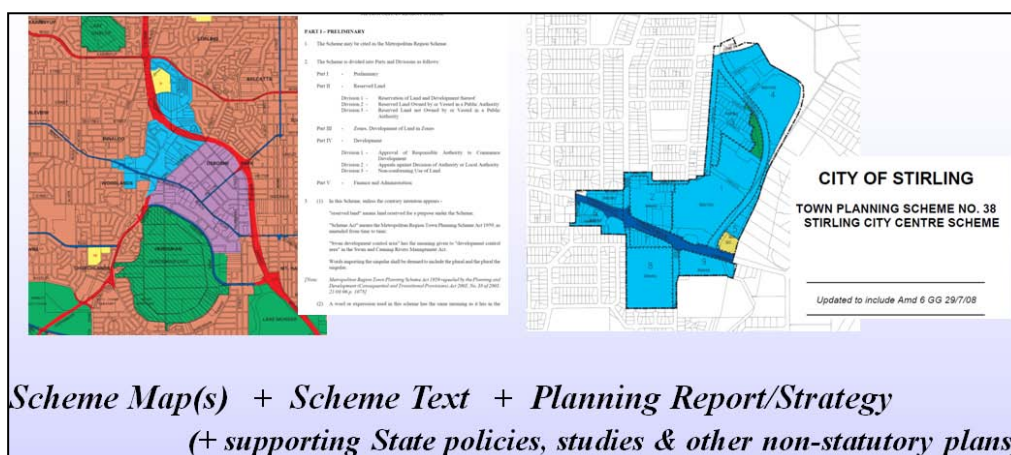
Neil Foley noted the following.

- Different mechanisms are available to implement the plan.
 - Cost sharing;
 - Planning controls;
 - Governance;
 - Decision making;
 - Approvals; and
 - Other considerations.
- We need a planning scheme that ensures the agreed vision is achieved over time;
- The conventional approach is the MRS and TPS approach to zoning and reserving land and allow for different land uses over time;
- The current scheme was established in 1994 to provide planning certainty and fund future development including Ellen Stirling Boulevard;
- It is a long term convoluted process with potential financial risk to the local government;
- City of Stirling does not pursue this approach any longer and is not considering a TPS as a planning mechanism for the future.

When choosing a governance model to deliver this project we need:

- Consistent, expedient and quality statutory planning control for schemes, structure plans development, subdivision & strata applications (private & public infrastructure?);
- To be able to equitably & with certainty, establish, collect and expend developer contributions for the usual common infrastructure which are reasonable for developers to contribute towards;
- To protect from adverse development, land reserved for regional or local public infrastructure in accordance with the adopted plan, including private land not yet in public ownership, & where that is the case, the existence of appropriate acquisition and compensation provisions & co-ordinator/ 'banker' role;
- To facilitate timely expenditure of any available funding (over & above the developer contributions) on the public infrastructure (including land) necessary to implement the plan; and
- Long-term commitment and stamina, including staffing/resourcing.

Conventional Planning Scheme Approach



Scheme Map(s) + Scheme Text + Planning Report/Strategy
 (+ supporting State policies, studies & other non-statutory plans)

- Reserved land can be purchased or 'taken' (resumed) by WAPC using Metropolitan Region Improvement Account (Fund) from land tax - MRIT].
- Development applications - under MRS: WAPC decides on reserved land & usually delegates to council on zoned land where council makes 2 decisions (under its TPS 38 & MRS).

Some Pros & Cons of Conventional Planning Scheme Approach include:

- Pros
 - Dual approach, WA Planning Commission & Council can continue to work together, we know the system (it works/has the powers to do the job if not perfect). Council is in driving seat;
 - Alliance can continue;
 - MRS can reserve regional land & protect it from adverse development. MRS binds the Crown (but text has 'out clauses' for much public infrastructure). LPS = doesn't bind Crown (public works);
- Cons
 - Council doesn't have resources, stamina (for staff, infrastructure & political after TPS 38). State significant project = State should co-ordinate it & take risks;

- Multiple planning approvals/infrastructure co-ordination roles (WAPC/LG, other agencies);
- ?DAPs determine DAs over \$7m, or \$3m-\$7m at applicant's discretion;
- State better to co-ordinate public works infrastructure/ seek & control funding & state land;

Recent major changes to the W.A. planning system

Significant changes made to planning system in:

Approvals and Related Reforms (No.4) (Planning) Act 2010:

1. Development Assessment Panels,
2. Ministerial Directions,
3. Improvement Schemes.

Metropolitan Redevelopment Authority Act 2011:

4. The Metropolitan Redevelopment Authority

Improvement Schemes as a Planning and Delivery Mechanism

Improvement Plan (IP) provisions in P&D Act since 1965 enabled WAPC to prepare plans for redevelopment & resubdivision of areas zoned in MRS (later all Region Schemes) and after Governor approves, to spend Metropolitan Region Improvement Account (Fund) monies on buying land and redevelopment (normally can only be spent on reserved land). Since 2010, WAPC can have an optional extra part to an IP – an Improvement Scheme (IS).

If an IP is approved by the Governor & it authorises preparation of an IS, then an IS can be made by WAPC for the land within the IP area. ?New Stirling City Centre IP 36 does this.

IS prepared like a LPS or Region Scheme (Schedule 7 P&D Act). When approved by the Minister, an IS over-rides the LPS and Region Scheme.

All DA control goes to WAPC (already has subdivision control, so now has all planning powers).

So WAPC can act like a redevelopment authority, but delegate bits under s. 16 P& D Act to others to do (e.g. Landcorp to do development works, LG to determine some DAs if appropriate, or even to new MRA?).

The Metropolitan Redevelopment Authority as a Planning and Delivery Mechanism

Western Australia	
Metropolitan Redevelopment Authority Act 2011	
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Compilation table	3
Provisions that have not come into operation	3

The MRA is currently being established to deliver projects like the Perth Foreshore Redevelopment;

Sections 1 & 2 in force; and

The rest due to be proclaimed 1 January 2012

Metropolitan Redevelopment Authority

- Essentially enables 'redevelopment areas' to be declared via regulations approved by Governor for anywhere in Metropolitan Region (no longer need a separate Act & Parliamentary scrutiny);
- Regulations subject to tabling in both Houses of Parliament & possible disallowance;
- The MRA will have 'Land Redevelopment Committees' for each defined redevelopment area to which powers delegated; and
- MRA will have the planning powers when (LPS & MRS suspended, DA powers to MRA except where it has financial interest & then Planning Minister).

The Major differences in redevelopment approaches is shown in a simplified form below.

Statutory Process	MRS/LPS 'conventional' approach	Improvement Scheme approach	Metropolitan Redevelopment Authority approach
Scheme initiated & prepared by	LPS by LG	WAPC (or delegate)	MRA (Land Redevelopment Committee, delegate)
Scheme recommended by	WAPC	WAPC	MRA (Land Redevelopment Committee)
Scheme approved by	Planning Minister	Planning Minister	Minister responsible for MRA Act
Subdivision approved by	WAPC	WAPC	WAPC, or Planning Minister if MRA has financial interest
Development approved by	LG/WAPC (or DAPs where + \$7m/\$15m for Perth City)	WAPC	MRA, or Planning Minister if MRA has financial interest

The Pros & Cons of an Improvement Scheme compared to an MRA are shown in the table below.

Issue	Improvement Scheme approach	Metropolitan Redevelopment Authority approach
Authorisation	Improvement Plan authorises IS – Governor – no advertising, no disallowance.	Minister responsible recomms Governor makes regs. for Redev. Area – subject to Parliamentary disallowance

Issue	Improvement Scheme approach	Metropolitan Redevelopment Authority approach
Scheme powers	Improvement Scheme = same powers as local/region planning scheme	Redevelopment Scheme = same powers as local/region planning scheme (specifies developer contributions)
Scheme can bind Crown	Yes (s.5[3] P&D Act) (LPS doesn't bind public works)	Yes, for development (s.59 MRA Act) (?also s.17)
Single planning approvals body	Yes = WAPC (or delegate) for development & subdivision	MRA = Land Redevelopment Committee/delegate for development, but subdivisions=WAPC/Plan. Minister)
DAPs	Don't apply	Don't apply
MRI Account (Fund)	Can apply it	WAPC authorised to apply (s.199[2] P&D Act)
Alliance Knowledge & Relationships Continuation	WAPC could continue to work with Alliance structure & perhaps delegate some functions/decisions to a specific committee of WAPC	MRA & LRC would be new entities without advantage of community trust/acceptance that's built up with WAPC
Ability to delegate	WAPC can delegate to committees, officers, LGs, public authorities, MRA (s.16 P&D Act)	MRA- has Land Redevelopment Committees/ can delegate to officers, etc (ss.13-16)
Establishment of other Committees	Apart from standing Schedule 2 Committees, other committees can be established under s. 19 P&D Act	Can establish committees in addition to LRCs with non-MRA members (s.112)
Staff	WAPC may use public service / authority staff (ss.22-23). Charge for services in connection functions(s.20)	MRA can have staff. SES organisation <i>Public Sector Management Act</i> (ss. 6, 109-111)

A question and answer session followed as summarised below.

Q	Are Development Assessment Panels private companies?
A	They are formed from 2 local Council members and three Ministerial appointees (mostly town planners). They are established across 15 sectors across WA. They consider all available information and exclude themselves where a conflict exists.
Q	Can several IP's become one IS?
A	No.
Q	If government land within the IS is assigned to a single entity will it be sold to fund the works?
A	Government has committed to allow the resultant funds to go back into this project.
Q	How are Developer's contributions assessed and shared?

A	With fragmented ownership it will be considered on a “who benefits” basis.
Q	Can land dealings include land already developed?
A	If it is required for a road or other purpose. The IP is not needed to resume property and this is possible under current plans however there is no requirement to resume land under stage 1 works.
Q	TPS 38 allowed for resumptions and land swaps to occur. As the project unfolded there were gaps and problems that arose. The point was made that the Planning Minister can resume or deal in land. Can that occur with an IS model?
A	All of the major works are contained within government land. Ellen Stirling Boulevard is a local road and hence why TPS38 contributed to it. Most stage 1 works are of regional significance and located on government land. The Business Case will seek funding for this infrastructure. The local contributions have not been considered at this time.

4. COMMUNITY ACTION PLAN - CITIZENS GROUP

Peter Scales explained that there is potential to establish a Community Action Plan with ongoing community involvement to produce the vision and ensure that is of value to the community. Peter explained that he has been a Board member representing the community view to the best of his ability at Board and other levels.

Peter explained that the Alliance going about this in an open book manner and the Stirling Alliance Office is in place and open to the community during business hours.

Contact details are provided below:

Alliance Office
 Scarborough Beach Road - Opposite the traffic lights at Odin Road
 9204 7600
www.stirlingcitycentre.com.au

Peter Scales is available to discuss this further with interested community members at their discretion via the Project Office. Peter noted that efforts are in place to establish a community based group to inform this process and government with active involvement of business, community groups and others and take the case to state, local, federal government and other decision makers in a collaborative way and realise the vision for the future.

The planning process will continue for some time with implementation occurring over many years. We have established principles to guide our decision making and ensure our processes are fair and equitable but take a realistic view.

The Citizen's Group if successfully established could operate outside of the Alliance to present a citizen's view to government to contribute to the process and ensure the different views are presented.

A brief workshop session identified participant views with regard to three key questions:

- What are we going to do?
- How are we going to do it?
- Who should be involved?

Subsequent discussion identified the following:

- What are we going to do?
 - It is an Action Group that can coherently present our views to government to promote change in a positive way to achieve shared goals and realise the City of the future that we would all like to have;
 - Meet, discuss and consider the different views with ongoing interaction; and
 - Be established as an incorporated body.
- How are we going to do it?
 - By forming an entity that people can join to present our views.
- Who should be involved?
 - All individuals and groups – business, community groups, landowners, etc; and
 - People may join and stay or join for short time only.

Questions and answers arising during this session are summarized below.

Q	What happens from here with regard to this?
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A	Peter Scales will look to commence this in the near future. Please contact Peter through the Alliance if you have ideas or suggestions. Volunteers to help establish it would be welcomed.
Q	The principles that will inform this are also important. We need to communicate and understand them to promote best for project outcomes.
A	Many people here tonight haven't seen the Alliancing principles we have adopted over a period of several years. These need to be communicated and adopted to ensure aligned goals and behaviours.
Q	Are there examples of this sort of group elsewhere?
A	<p>Suggested contacts are provided below: Examples to investigate:</p> <ul style="list-style-type: none"> • Citizens UK - http://www.youtube.com/watch?v=c-ccuQRCZgI • Eco Transit - http://www.youtube.com/watch?v=Oh1JbxRhskE • Sydney Alliance - http://www.youtube.com/watch?v=XcXbQrzM1wI <p>Stirling Progress Association is also establishing a website of its own as is the Precinct 5 group.</p>
Q	The time and effort to reflect stakeholder views is appreciated. My understanding is that the Structure Plan proposes an access point from Hertha Road to freeway south. A DAP will be prepared early next year with local community input. If it is found that the community doesn't support it for a range of reasons what will happen?
A	Something like this solution is needed. The detail may identify other consideration of other interventions may arise. The Structure Plan is also in draft and there are freeway links that already exist but have not yet been built.
Q	In most major enterprises people are often the losers in the end. This may be the case for Hertha Road residents. Hertha Road residents have a history of concerns that have resulted over many years.
A	<p>This is not necessarily the case and considerable thought has gone into the process with diverse views. There are many interventions for the long term traffic solutions.</p> <p>Those previously disaffected by TPS 38 came with the same attitudes and this has turned around with a positive result that is quite promising and supported by the local community.</p>

5. NEXT STEPS

Future actions will include:

- Next CLG meeting Wednesday 14th December and will be our end of year Christmas party;
- Please contact Marie Verschuer if you would like to help by bringing a dish of food;
- Peter Newman will be giving a presentation on Light Rail; and
- Please let us know if there are any topics that you would like to see included in the CLG agenda in the future.

The meeting closed at 8:30pm.

ATTACHMENT ONE - AGENDA



STIRLING CITY CENTRE ALLIANCE
Community Leadership Group #25
 Herdsman Lake Wildlife Centre
 6:00pm – 8:30 pm, Wednesday 9 November 2011

CLG Mission

Putting the People First – *working together to achieve better social and economic outcomes and building a strong civic identity for the Stirling City.*

CLG Role

- **Informed decision-making** - through effective communication, transparency of process, community involvement and accessible information.
- **Accountability** – supporting the process of Alliance accountability
- **Getting things done** – leading community projects
- **Effective and efficient project and programme delivery** - recognising opportunities, addressing the issues and building capacity for a smooth transition.

Meeting Purpose

The purpose of the monthly CLG meeting is to provide a forum for:

- Information exchange
- Enabling active community support and involvement in the development of the new Stirling City Centre

November Meeting Focus

Project update, presentation on the advantages and disadvantages of an Improvement Scheme or Metropolitan Redevelopment Authority and workshop on the Citizens group.

AGENDA

START AT	ITEM	BY
6:00 pm	LIGHT MEAL ON ARRIVAL	
6:10 pm	Welcome, meeting purpose, process and apologies	Linton Pike
6:15 pm	Program Update - PMO - ALG - Board	Daniel Heymans Brian Ham/Jeff Fogarty Peter Scales
7:00 pm	Improvement Plan/Scheme and Metropolitan Redevelopment Authority – Advantages and Disadvantages	Neil Foley
7:30 pm	Community Action Plan – Citizens Group	Peter Scales ALL
8:20pm	Next steps <ul style="list-style-type: none"> • Future Meeting Dates and Upcoming Events • Suggested future CLG topics 	Marie Verschuer
8:30 pm	Close	

ATTACHMENT TWO - WORKSHOP PARTICIPANTS

TONY ERBEG	ELTON PLACE STIRLING
BERNIE PHILLIPS	ELTONPLACE STIRLING
MIKE ERCEG	ELTON PLACE STIRLING
CHRISTINE HOLT	BIRCHWOOD RD WOODLANDS
ELISE IRWIN	LIZA HARVEY MLA
JEFF FOGARTY	ALG
SAM RADIS	
BOB EDDY	LAUREL RD WOODLANDS
MATT BEGOVICH	TAMARISK WAY WOODLANDS
MEGAN PAVEY	OBBORNE PARK
HARRIE SWANSON	KING GEORGE ST INNALOO
GLENN BROWN	INNALOO
VINCE FURFARO	
BRIAN HAM	
PETER SCALES	BOARD / ALG
VANESSA RANDOLPH	STIRLING ALLIANCE
KYLE JEAUVONS	
RON TOLIDAY	
LUCY STOTT	
NATALIE STOTT	
SAMANTHA FERGUSON	
JEFF & TRISH FERGUSON	
DEAN GODSELL	
MARIO D VALENTI	
JOCELYN DICKINSON	
JOHN IACOMELLA	
DAVID & LIZ DOHERTY	
THERESA RICHARD	WOODLANDS
MARIL SMITH	PARKLAND VILLAS
KIT ROBERTSON	
AARON WELCH	
PHYLIS ROBERTSON	
HELEN CARR	
LIZ RE MLA	
STEPHANIE PROUD MLA	
JOHN KOBELKE MLA	
MARIE VERSCHUER	STIRLING ALLIANCE
CHILLA PORTER	BIRRALEE LOOP INNALOO
GLEN BROWN	BIRRALEE LOOP INNALOO
TRISH EXTEN	BIRRALEE LOOP INNALOO

SHEILA & LEE CARR	HERTHA RD INNALOO
JACK GENEFF	HERTHA RD INNALOO
YEVGEN SALAMATIN	HERTHA RD INNALOO
GEMMA TAAVALE	HERTHA RD INNALOO
ANNE WILSON	HERTHA RD INNALOO
DANIEL HEYMANS	STIRLING ALLIANCE
NANETTE GARLAND	STIRLING ALLIANCE
NEIL FOLEY	CA PLANNING